Agenda Item No. 3.0



233 South Wacker Drive Suite 800 Chicago, Illinois 60606

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MPO Policy Committee Minutes October 17, 2013

Cook County Conference Room 233 S. Wacker Drive, Suite 800 Chicago, Illinois

MPO Policy Committee Members Present:

Reggie Arkell – Federal Transit Administration, Kay Batey – Federal Highway
Administration, Gerald Bennett - Chicago Metropolitan Agency for Planning, Forrest
Claypool, Chicago Transit Authority, Tom Cuculich – DuPage County, Gabe Klein –
Chicago Department of Transportation, Joe Korpalski – McHenry County, Rich Kwasneski – Pace, Kristi Lafleur – Illinois Tollway, Christopher J. Lauzen - Kane County, Aaron
Lawlor - Lake County, Wes Lujan - Class I Railroads, Donald Orseno - Metra, Leanne
Redden – Regional Transportation Authority, Jeffery Schielke - Council of Mayors,
Secretary Ann Schneider - Illinois Department of Transportation, John Shaw – Kendall
County, Larry Walsh – Will County, John Yonan - Cook County

MPO Policy Committee Members Absent:

None

Staff Present:

Aleman, Erin; Berry, Patricia; Blankenhorn, Randy; Dean, Bob; Kopec, Don.

Others Present:

Agema, Tom; Albin, Mike; Bailey, Linda; Barber, Bob; Barry, Ed; Becker, Jennifer; Benman, Keith; Bixby, David; Blackburn, Will; Bossert, Michael; Bosso, Max; Botts, Paul; Brooks, Herbert; Brubaker, Kevin; Bryant, Rick; Buget, Faith; Bunte, Gerry; Burke, Ron; Byars, Chris; Byrne, Dominick; Cann, Brian; Cappeller, Fred; Ceveuh, John; Choca - Urban, Maria; Christensen, Bruce; Ciavarella, Lynette; Cizmar, Jim; Connelly, Mike; Cook, Joe; Cooper, Jim; Coreland, Mark; Culvertson, Ronald; Daigle, Chalen; Daniel, John; Darin, Jack; Delano, Bola; Donovan, John; Driskon, Ruge; Dubi, Len; Duffy, Kevin; Duran, Rich; Farquitar, Jay; Fleming, Bud; Forti, Mike; Freemark, Yonah; Freitag, Ragan; Friefeld, Bruce; Fritz, Matt; Gardner, Danielle; Gates-Hamann, Virginia; Gazzarno, Jordan; Gonzales, Manuel; Goodson, Lee A.; Gould, Bruce; Gray, George; Greenberg, Eric; Gregory, John; Griffin-Stegink, Ryan; Grimshaw, Jackie; Gryder, Scott; Guida, Anothony; Hamann, Bruce; Hamilton, Luann; Handwork, David; Hanlon, Alicia; Harmet, Pete; Hart, Suzanne; Heinrich, Jerry; Hernandez, Alex; Hernard, Alex; Hightower, Tiffany; Holland, Jim; Hosty, Patrick; Hunt, James; Hutchinson, Toi; Ingersoll, Charles; Jirak, Clayton; Johnson J.D., Rev. Mitchel L.; Jones, Jonathan; June, Casey; Kelly, Robin; Kernc, Terry

Kleinik, Michael; Kleinmark, Dan; Kohler, Jon Paul; Kukielka, Katie; Kunz, Brent; Lazzara, Steve; Leonard, Edward; Macellaio, Mike; Maher, Edward; Manzo III, Frank; McGuire, Pat; McLaughlin, Kevin; McMahon, Eamon; Melis, Allan; Meyer, Jerry; Meyers, Stacy; Moran, Don; Morse, Tracy; Mussman, Harold; Mussman, Patricia; Narducci, Nick; Negovn, Tom; Ogalla, Judy; OKeefe, Diane; Osman, Omer; Paleologoes, Mary; Palmer, Nick; Palmer, Phyllis; Perales, Marta; Pitstick, Mark; Poulos, Mark; Prince, Kevin; Puente, Michael; Pyke, Marni; Quigly, Steve; Ranieri, Ariel; Reaves, Brian; Riley, Al; Roberts, Bob; Roberts, Brian; Rogina, Robert; Roja, Will; Ross, T.J.; Rossborough, Tim; Sanfilippo, James; Schilke, Steve; Seglin, David; Shaw, John; Shimizu, Ronald; Shoup, Karen; Shuftan, Frank; Sing, Kevin; Skosey, Peter; Skvukrad, Cindy; Smith, Kyle; Smith, Vicky; Spencer, Deb; Staron, Chris; Sturino, Mike; Sullivan, Jim; Szymanski, Greg; Trigg, Paula; Urbaszewski, Brian; Van Mill, Michael; Vanausdoll, LeighAnn; Vance, Steven; Vota, Georgette; Walczak, Mike; Walsh Jr., Larry; Webber, Tammy; Wierciak, Tammy; Wronski, Rich; Zaleski, Alex; Zucchero, Rocco.

1.0 Call to Order and Introductions

3:00 p.m.

Secretary Schneider called the meeting to order at 3:00 p.m.

2.0 Agenda Changes and Announcements

There were no changes or announcements

3.0 Approval of Minutes – June 13, 2013

On a motion by Mr. Cuculich, seconded by Mayor Schielke, the minutes of June 13, 2013 were approved.

4.0 Agency Reports

4.1 Council of Mayors' Report

Mayor Schielke reported that the Council of Mayors Executive Committee met on September 10. The region has spent over \$57 million, or 60%, of the Council's programming mark for 2013. The Council's 2013 expenditures exceeded our 2013 allotment, so we have started to spend into our unobligated balance. The Executive Committee considered and approved an additional \$4 million in advanced funding. The region's proposed CMAQ program and progress toward reaching our 2013 goal was also discussed. Reports were given on various topics including several on our agenda today. The Council of Mayors Executive Committee meets next on Tuesday November 19, 2013.

4.2 CMAP Board Report

Ms. Redden reported that the CMAP Board has met twice since the last meeting of the MPO Policy Committee in June.

At their September meeting, the CMAP Board elected officers and members of their Executive Committee received a staff report on the GO TO 2040 Update process, and discussed public comments on the Illiana Corridor project.

At their October meeting last week, the CMAP Board approved the proposed FFY 2014-2018 CMAQ program and approved the selection of new projects for the Local Technical

Assistance (LTA) program. The CMAP Board voted 10 to 4 against amending the GO TO 2040 Plan to include the Illiana Corridor project. All three of those items are also on the Policy Committee agenda today.

4.3 CMAP Staff Report

Mr. Kopec stated the first meeting of the Regional Freight Leadership Task Force will be held tomorrow at 9:30 a.m. in the Cook County room at the CMAP offices. The group will examine how freight institutions have been developed in other regions, potential institutional models, the impact of operational and capital improvements and revenue strategies to support freight movement. Mr. Kopec continued to state that the U.S. Environmental Protection Agency recently redesignated the Chicago region in attainment of the 1997 fine particulate matter, or soot standard. While this is good news and indicates that we are making progress in cleaning up the air, it must be noted that USEPA has issued new, tighter standards that will go into effect within the next year, likely putting us out of attainment again. So while we are making progress, there is still much more to do to clean up our region's air quality.

Mr. Blankenhorn stated that Mr. Kopec was honored by the Association of Metropolitan Planning Organizations for Outstanding Individual Leadership.

5.0 Nominating Committee for the office of MPO Policy Committee Vice-Chairman Mayor Schielke reported on behalf of the nominating committee that included Rocco Zucchero of the Illinois State Toll Highway Authority, T.J. Ross of Pace Suburban Bus, Frank Beal of Chicago Metropolitan Agency for Planning, and John Yonan of the Cook County Department of Transportation and Highways. Their decision is to nominate Lake County Chairman Aaron Lawler as the vice-chairman of the MPO Policy Committee. Mayor Schielke made a motion, seconded by Mr. Kwasneski to approve Mr. Lawler as vice-chairman of the MPO Policy Committee, with a vote of all ayes, the motion carried.

6.0 Naming of Transportation Committee Chair and Vice Chair

Chairman Schneider recommended that Michael Connelly of the Chicago Transit Authority be the chair of the Transportation Committee and Jennifer (Sis) Killen of the Cook County Department of Transportation and Highways be the vice-chair of the Transportation Committee. Chairman Schneider thanked Leanne Redden for chairing the Transportation Committee for the last two years. Ms. Redden made a motion, seconded by Mayor Schielke to approve Michael Connelly of the Chicago Transit Authority as chair and Jennifer (Sis) Killen of the Cook County Department of Transportation and Highways as vice-chair of the Transportation Committee, with a vote of all ayes, the motion carried.

7.0 Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Ms. Berry stated that in the meeting material is a proposed program of projects for the Congestion Mitigation and Air Quality Improvement Program. The program funds projects in Federal Fiscal Years 2014 through 2018. The proposed program is comprised of 51 projects totaling \$286 million and is recommended for approval by the Transportation Committee. Combined with already programmed projects, the region will have a five year program of \$582 million. As Don reported, the region has met the 1997 PM_{2.5}

standard, but will not meet the revised standard. The MAP-21 requirement that 25 percent of CMAQ investments are in projects that reduce fine particulate matter (PM_{2.5}) will continue to apply to our region. With these projects, emissions of volatile organize compounds; nitrogen oxides and particulate matter will be reduced. Mr. Klein made a motion, seconded by Mr. Cuculich to approve the FFY 2014-2018 Congestion Mitigation and Air Quality Improvement Program, with a vote of all ayes, the motion carried.

8.0 Selection of Local Technical Assistance (LTA) Program Projects

Mr. Dean stated the Local Technical Assistance proposed program of projects has been recommend for approval to the MPO Policy Committee by the Transportation Committee. He continued that the CMAP board approved the program of projects at their October 9, 2013 meeting. Mayor Schielke made a motion, seconded by Don Orseno to approve the Local Technical Assistance Program of Projects, with a vote of all ayes, the motion carried.

9.0 National Highway System (NHS)

Mr. Kopec reported that one of the changes implemented by MAP-21 was an expansion of the National Highway System adding to it all principal arterials in the region. There is also an increased emphasis on performance measurement for this system. Accordingly, CMAP took an in-depth look at our system which included conversations with our partner agencies to assure that the NHS was appropriately defined. We are requesting approval of NHS changes in Cook, DuPage, and Kane Counties consisting of additions, deletions, and modifications of existing routes. The updates were conducted to:

- Reflect recent system planning updates (e.g. Central Avenue)
- Reflect up-to-date highway planning and new construction, including the Stearns Road bridge in Kane County (also to be included in the SRA System)
- Address technical corrections, reflecting everything from closed roads to limit changes to new additions to the system resulting from MAP-21, which added all principal arterials to the NHS.
- Requested changes are the result of local agency review, including county and municipal jurisdictions, and IDOT coordination

If approved today, the proposed NHS changes will need subsequent approvals by IDOT and the USDOT.

Mayor Schielke made a motion that was seconded by Gabe Klein to approve the changes to the NHS system. The vote is all ayes, motion passes.

10.0 Human Services Transportation Plan (HSTP)

Mr. Kopec reported that the region's Human Service Transportation Plan has been updated by the RTA in response to changes mandated by MAP-21, specifically the merging of the New Freedom program into the Section 5310 program. 5310 funds projects for the enhanced mobility of seniors and individuals with disabilities. The updated HSTP builds on the region's currently adopted plan, examines the existing conditions and needs in the region, and identifies strategies to address these needs. The plan also includes updated selection criteria that will be used to evaluate and select projects using Section 5310 funds. The plan was adopted by the RTA Board at their last meeting. Gabe Klein

made a motion that was seconded by Mayor Bennett to approve the HSTP. The vote is all ayes, motion passes.

11.0 Proposed Amendment to GO TO 2040 - Illiana Corridor

Chairman Schneider stated that there are additional letters from IDOT at each member's place and read off the signatories. She continued by stating that the next step, after today's vote, is the procurement process for the public/private partnership. IDOT will then be able to evaluate the proposals on whether it is right for the citizens of Illinois.

Mr. Blankenhorn gave an overview of the CMAP staff recommendation for the Illiana Corridor. In return, Mr. Harmet provided information from IDOT regarding the Illiana Corridor. Chairman Schneider concluded the presentations by stating that Illinois and Indiana agreed on the Public/Private partnership process two weeks ago.

Mr. Walsh stated that Will County is the 4th most populated county in Illinois, and in the last twenty years is the fastest growing county in Illinois and one of the fastest growing counties in the nation. Close to 700,000 residents and all projections relate that it will be the second most populated county in Illinois by 2030/35. Will County is home to CenterPoint intermodal in Elwood that is doing 100,000's of lifts each year. Union Pacific has a distribution yard in Joliet and there is remaining capacity. He stated that Bridgeport has proposed a 2,000 acre facility that will include 20-25 million square feet under roof for development. The number of vehicles on arterial roads and the interchange at I-80 and IL RT 53 is not designed for truck traffic. He states this is the present, what will the future hold? He stated Will County is the largest inland port in North America. The need for safe highway conditions is the first and foremost issue. CenterPoint's investment is over \$2 billion in our area and has created thousands and thousands of jobs. He continued that this roadway will be economic development for north of the road including the South Suburban Airport. Hopefully this will promote the revitalization of the area through economic development. The municipalities along the route are all in favor and support of the project.

Mr. Hartstein stated he understands and appreciate the strong advocacy about this project. He wants to emphasize what he perceives our role to be here today as the MPO and what our role was at the CMAP board. It is all about priorities, not to say one project or another shouldn't be considered, it is a question about making a decision. Prioritizing is tough and this is what that is all about and that is what our obligation is today and what our obligation was at the CMAP board. At the CMAP board we came to the conclusion, in terms of priorities, that the Illiana corridor didn't measure up according to the standards we put into GO TO 2040. There are three basic reasons.

• The state isn't in a great financial position and we all know as we look at the projects it does not look to improve. The limited funds emphasize the need to prioritize. There is a major financial risk to the State of Illinois and in light of the financial situation of the State.

- In terms of prioritization we have to look at the total region, and one of our biggest problems is congestion, and based on all analysis it appears that there is not any significant impact on congestion within this region.
- CMAP has long advocated for performance based decision making. We
 discuss it time and time again and adopted it as a concept, principal, policy for
 moving forward for transportation. Making decisions based on priorities and
 performance based analysis. Unlike Elgin/O'Hare and IL 53 extension, the
 Illiana simply does not give the bang for the buck. It does not merit being
 made a priority project.

He continues to urge the committee to consider performance based decision making.

Mr. Lauzen asked about vehicle and truck projections and a range of the tolls and revenues that will be collected. Mr. Blankenhorn stated that revenue projections between IDOT and CMAP were not much different.

Mr. Lawlor asked if the Public/Private partnership could be structured so payments are back loaded when the highway will make money. This is a public/private partnership that without the private interest this project will not move forward. There are environmental concerns and NEPA will address those. The action today will show whether the region creates a welcome environment for public/private partnerships, which are needed in the region due to the financial outlook.

Ms. LaFleur stated that the Illinois State Toll Highway Authority uses market based forecasting, as IDOT did, and have found that projects are .3% consistent with actuals. She continued to state that the fiscal constraint requirements with GO TO 2040 is a bit of a chicken and egg situation in terms of public/private partnerships. She continued that this discussion is a good start to solving this issue.

Mayor Bennett stated that there is estimated trucks of 10,000 and estimated cars are 18,000 cars that will use the Illiana corridor, currently on I-80 there is 187,000 vehicles and the Illiana is estimated to carry 10% of those vehicles.

Chairman Schneider stated that this vote is not the last step in the process and if it is amended into GO TO 2040 we will start the procurement process and receive bids. If bids do not show the Illiana paying for itself, IDOT would not pursue this project using a public/private partnership. If you look at the GO TO 2040 plan, the Illiana corridor ranks in the top three on three different measures when compared to other projects in the plan.

Mr. Kwasneski stated that they have supported many projects in the City of Chicago and suburbs and support the opportunity for jobs in the region. We do not have any plans for service on the facility but our staff has been working closely with IDOT and we do have a lot of service near I-80 and one route on Halsted and as trucks exit I-80 at Halsted it delays our service on Halsted. We also need to work, as a region, on how we are going to work on public/private partnerships and this is an opportunity to let those private investors

know that Northeastern Illinois is in support of public/private partnerships. Pace supports the other project in GO TO 2040.

Ms. Redden questioned if the consideration of amending GO TO 2040 to include the Illiana Corridor could not wait until the currently under process GO TO 2040 update is considered. The RTA supports public/private partnerships, but the region has adopted a plan and that plan should be implemented.

Mr. Arkell asked if a benefit/cost analysis had been conducted and if so, what is the ratio? Mr. Harmet stated that during the federal environmental impact statement process we look at many factors. The Illiana corridor is amongst the top three for three categories.

Chairman Schenider stated that public comment would begin and there will be a two minute limit on public comment.

Congresswoman Robin Kelly spoke in support of amending GO TO 2040 to include the Illiana Corridor.

State Senator Toi Hutchinson spoke in support of amending GO TO 2040 to include the Illiana Corridor.

State Senator Pat McQuire spoke in support of amending GO TO 2040 to include the Illiana Corridor.

State Representative Al Riley spoke in support of amending GO TO 2040 to include the Illiana Corridor.

State Representative Larry Walsh Jr. spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Will County Board Member Ragan Freitag spoke against amending GO TO 2040 to include the Illiana Corridor.

Will County Board Member Judy Ogalla spoke against amending GO TO 2040 to include the Illiana Corridor.

Mayor of Channahon Joe Cook spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Jim Holland representing the Will County Governmental League spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Mayor of Peotone Rich Duran spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Brian Cann, Will Township Supervisor, spoke against amending GO TO 2040 to include the Illiana Corridor.

Beecher Village President Greg Szymanski spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Board Chairman Mike Bosser of Kankakee County spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Highway Commissioner Jerry Meyer of Beecher township spoke against amending GO TO 2040 to include the Illiana Corridor.

Will County Board member Don Moran and on behalf of the Will/Grundy County Building Trades Council spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Reverend Mitchell Johnson spoke against amending GO TO 2040 to include the Illiana Corridor.

Linda Bailey spoke against amending GO TO 2040 to include the Illiana.

Pastor David Bixby of a suburban Baptist church requested the committee consider the poor when making a decision regarding amending GO TO 2040 to include the Illiana Corridor.

Gerry Bunte a Will township member spoke against amending GO TO 2040 to include the Illiana.

Jim Cizmar spoke against amending GO TO 2040 to include the Illiana.

Max Bosso of the Village of Elwood spoke against amending GO TO 2040 to include the Illiana, and if it is voted to be included request that the motion includes no interchange at IL 53.

Paul Botts spoke against amending GO TO 2040 to include the Illiana Corridor.

Father Len Dubi spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Virginia Gate-Hamann spoke against amending GO TO 2040 to include the Illiana Corridor.

Bruce Hamann spoke against amending GO TO 2040 to include the Illiana Corridor.

Gerry Heinrich, President of the Midewin Tall Grass Prairie spoke against amending GO TO 2040 to include the Illiana Corridor.

Kevin Brubaker of the Environmental Law and Policy Center spoke against amending GO TO 2040 to include the Illiana Corridor.

Reverend James Hunt of New Hope Church spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Patricia Mussamn of Eagle Creek Township spoke against amending GO TO 2040 to include the Illiana Corridor.

Stacy Myers of Openlands spoke against amending GO TO 2040 to include the Illiana Corridor.

Peter Skosey of the Metropolitan Planning Council spoke against amending GO TO 2040 to include the Illiana Corridor. He also spoke to the benefits of the process the region has just gone through to thoroughly discuss the Illiana project.

Clayton Jirik spoke against amending GO TO 2040 to include the Illiana Corridor.

Steve Lazzara of Will County Land-Use department spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Kyle Smith of the Center for Neighborhood Technology spoke against amending GO TO 2040 to include the Illiana Corridor.

John Grueling of the Will County Center for Economic Development spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Fred Cappaller spoke against amending GO TO 2040 to include the Illiana Corridor.

Ron Burke of the Active Transportation Alliance spoke against amending GO TO 2040 to include the Illiana Corridor.

Mayor Schielke made a motion to amend GO TO 2040 to include the Illiana Corridor. Larry Walsh seconded the motion. A roll call vote occurred with 11 voting in support of the motion and eight against the motion. Motion Carried.

12.0 Approval of GO TO 2040/TIP Conformity Determination and TIP Amendment

Ms. Berry stated that CMAP has conducted a GO TO 2040/TIP conformity determination and TIP amendment showing the region will meet the air quality goals set out for it. She stated the analysis was released for public comment; two comments were received and included in the packet as well as their responses. Chairman Schneider asked if roll call vote should occur or if the vote from amending GO TO 2040 should mirror this vote. The Committee agreed the vote should mirror the amendment to GO TO 2040. Mayor Schielke made a motion to approve the GO TO 2040/TIP Conformity Determination and TIP

Amendment. Mr. Cuculich seconded the motion. A roll call vote occurred with 11 voting in support of the motion and eight against the motion. Motion Carried.

13.0 Federal Certification Review

Mr. Donovan stated that the federal certification review is completed every four years discussing the metropolitan planning process and will be occurring soon. He encourages participation in the review. Mayor Schielke states the region tends to work cooperatively and the planning process is working. Mayor Hartstein commented that public/private partnerships should be re-thought in how they should be included in the long range plan. Chairman Schneider agreed with Mayor Hartstein.

14.0 Other Business

There was no other business brought before the Committee.

15.0 Public Comment

There was no additional public comment.

16.0 Next Meeting - Thursday, January 9, 2014 at 10:00 a.m.

The next meeting of the Policy Committee is scheduled for January 9, 2014 at 10:00 a.m.

17.0 Adjournment

On a motion by Mayor Schielke, seconded by Mr. Korpalski, the meeting was adjourned at 6:02 p.m.